

Message

From: Morrie Lee [ml90@chrysler.com]
Sent: 12/5/2012 1:28:35 PM
To: Dalton, Joel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5e590ca117f84cc384adcf13b68b4358-Dalton, Joel]
CC: Healy, Stephen [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=d1638b0a30364c7d98ea7af410a9cb2a-Healy, Stephen]
Subject: RE: Requesting confirmation of (DPF) manual regen for diesel testing

Feedback?

From: Morrie Lee
Sent: Monday, December 03, 2012 11:23 AM
To: Joel Dalton (Dalton.Joel@epamail.epa.gov)
Cc: Stephen Healy (healy.stephen@epamail.epa.gov)
Subject: Requesting confirmation of (DPF) manual regen for diesel testing

I believe I asked Steve this before, but I wanted to confirm the details now that I am being formally asked by our calibration group.

When our 3.0L LDV diesel tests at EPA, will your lab support the following:

A 70mph steady-state to regenerate the DPF filter prior to emissions testing.
During the 70mph drive, an engineer will trigger the regeneration process.
"this ensures that the regeneration cycle will not be active during the city emissions test"

The driving portion of the proposed test sequence would be:

- 1) Roadload derivation
- 2) 70 MPH drive(with regeneration manually activated)
- 3) UDDS
- 4) City test

The appropriate soaks and fuel drain and fill procedures will be followed per CFR.

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